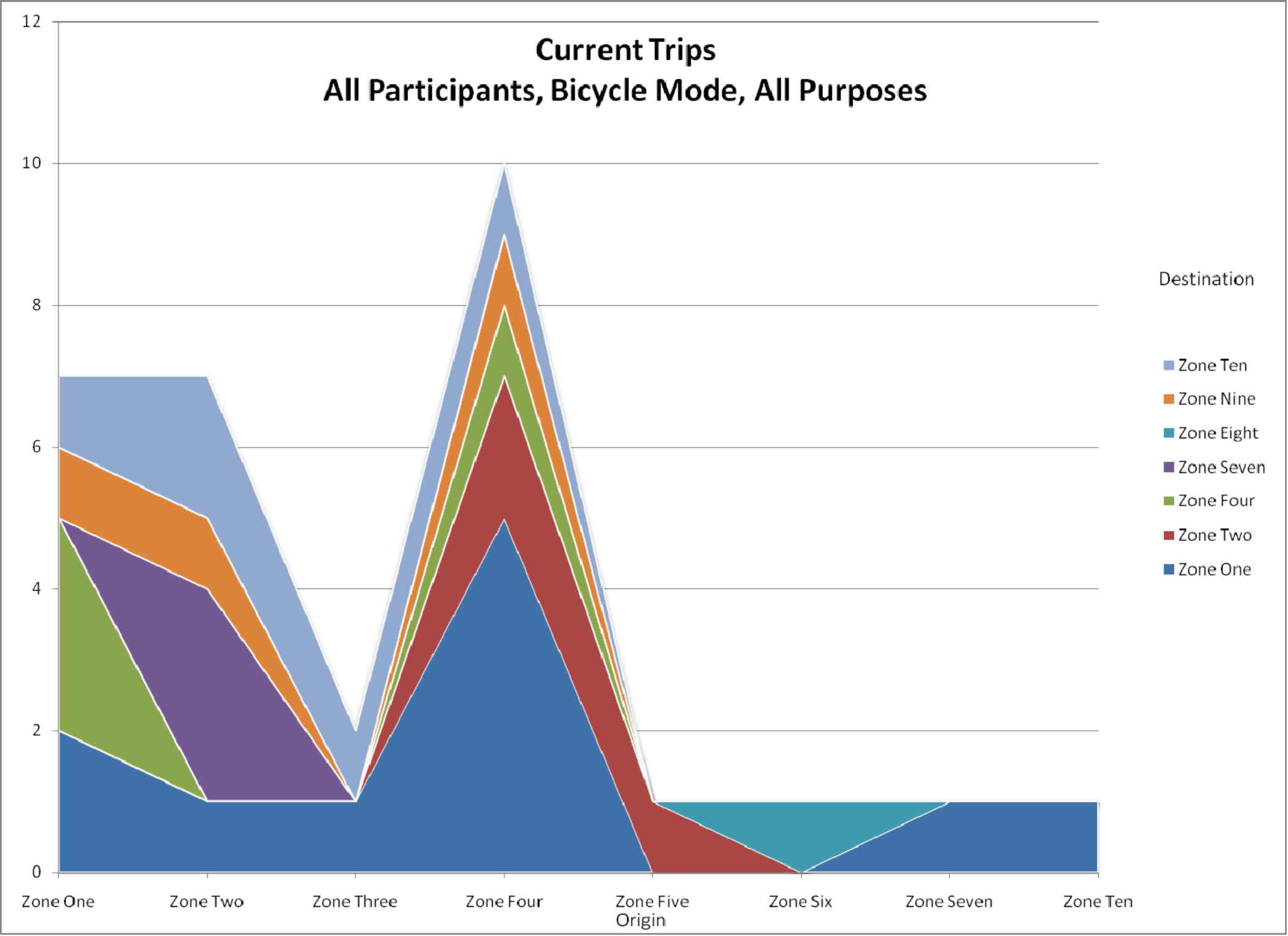
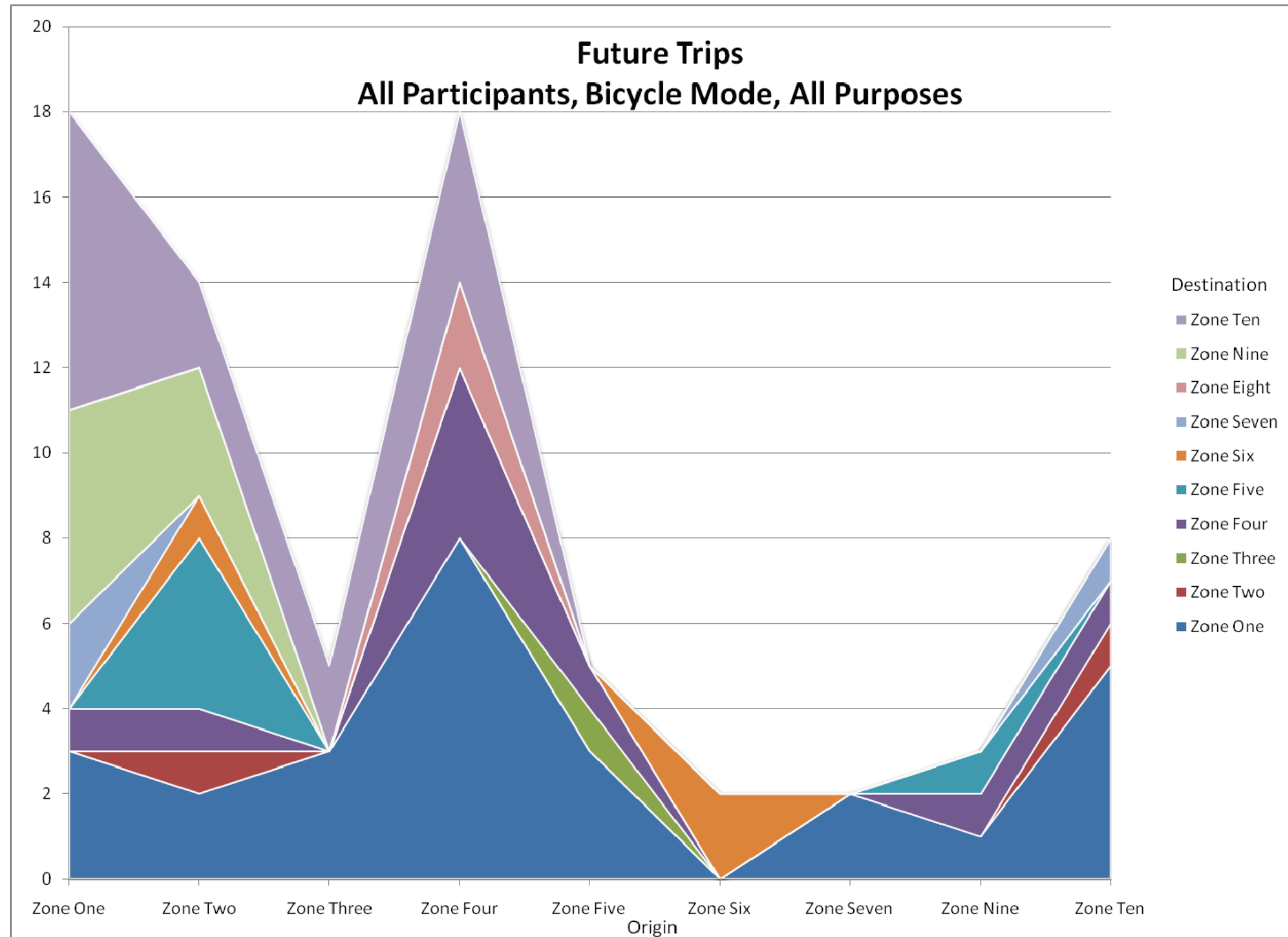


Origin Destination for All Participants, Bicycle Mode, All Purposes

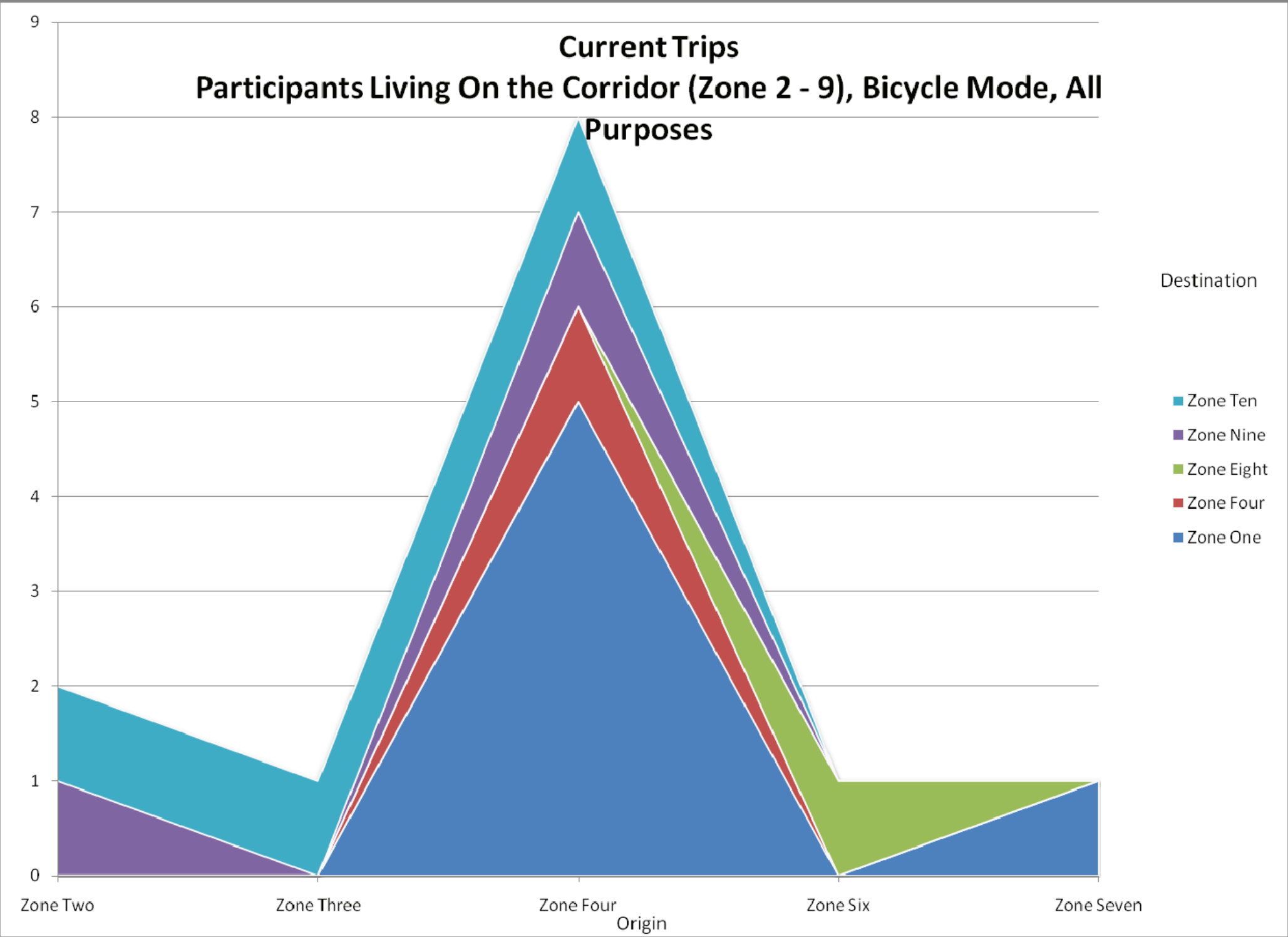
Current		To											From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten			Auto		Commuting to Work	
	Zone One	2	1		4	1	1			1	2	12		Bike	55	All Other Work-Related Trips	16
	Zone Two	2	1			1		2		1	3	10		Pedstriar	32	Social	6
	Zone Three	5			1						2	8		Transit	0	Retail/Shopping/Dining	9
	Zone Four	11	2		3				1	1	2	20			0	Recreational	14
	Zone Five	1	2			3			1			7				Visit a Recreational Facility	42
	Zone Six	2							1			3		Auto	63%	Commuting to Work	0
	Zone Seven	5	1									6		Bike	37%	All Other Work-Related Trips	18%
	Zone Eight											0		Pedstriar	0%	Social	7%
	Zone Nine	2										2		Transit	0%	Retail/Shopping/Dining	10%
	Zone Ten	7				2		1			1	11				Recreational	16%
	To Total	37	7	0	8	7	1	3	3	3	10	79				Visit a Recreational Facility	48%
																	0%
Future		To											From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten			Auto		Commuting to Work	
	Zone One	3			1			2		5	7	18		Bike	91	All Other Work-Related Trips	7
	Zone Two	2	1		1	4	1			3	2	14		Pedstriar	0	Social	0
	Zone Three	3									2	5		Transit	0	Retail/Shopping/Dining	4
	Zone Four	8			4				2		4	18				Recreational	7
	Zone Five	3		1	1							5				Visit a Recreational Facility	64
	Zone Six						2					2		Auto	0%	Commuting to Work	8
	Zone Seven	2										2		Bike	100%	All Other Work-Related Trips	8%
	Zone Eight											0		Pedstriar	0%	Social	0%
	Zone Nine	1			1	1						3		Transit	0%	Retail/Shopping/Dining	4%
	Zone Ten	5	1		1			1				8				Recreational	8%
	To Total	27	2	1	9	4	1	2	2	8	15	75				Visit a Recreational Facility	71%
																	9%

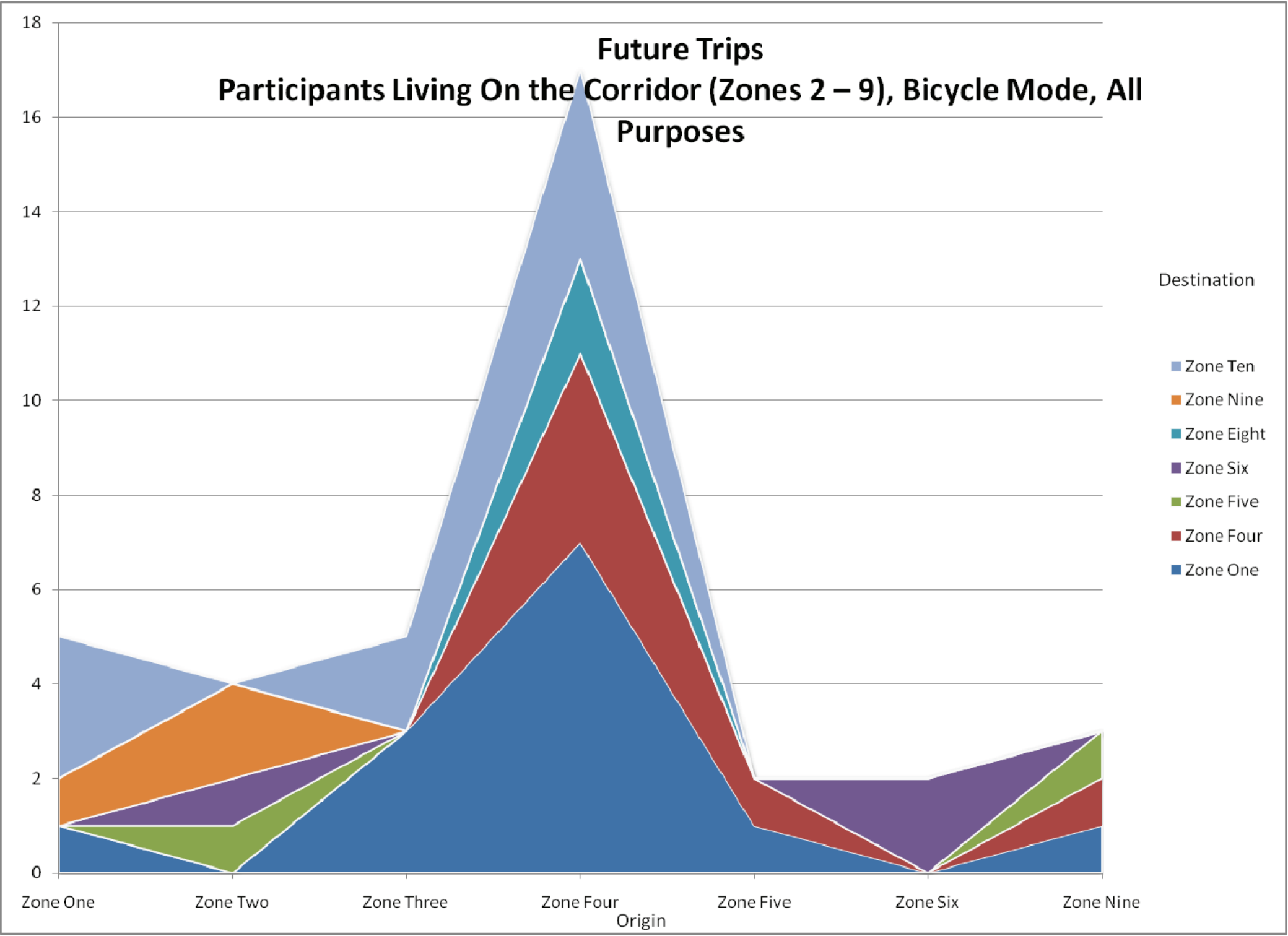




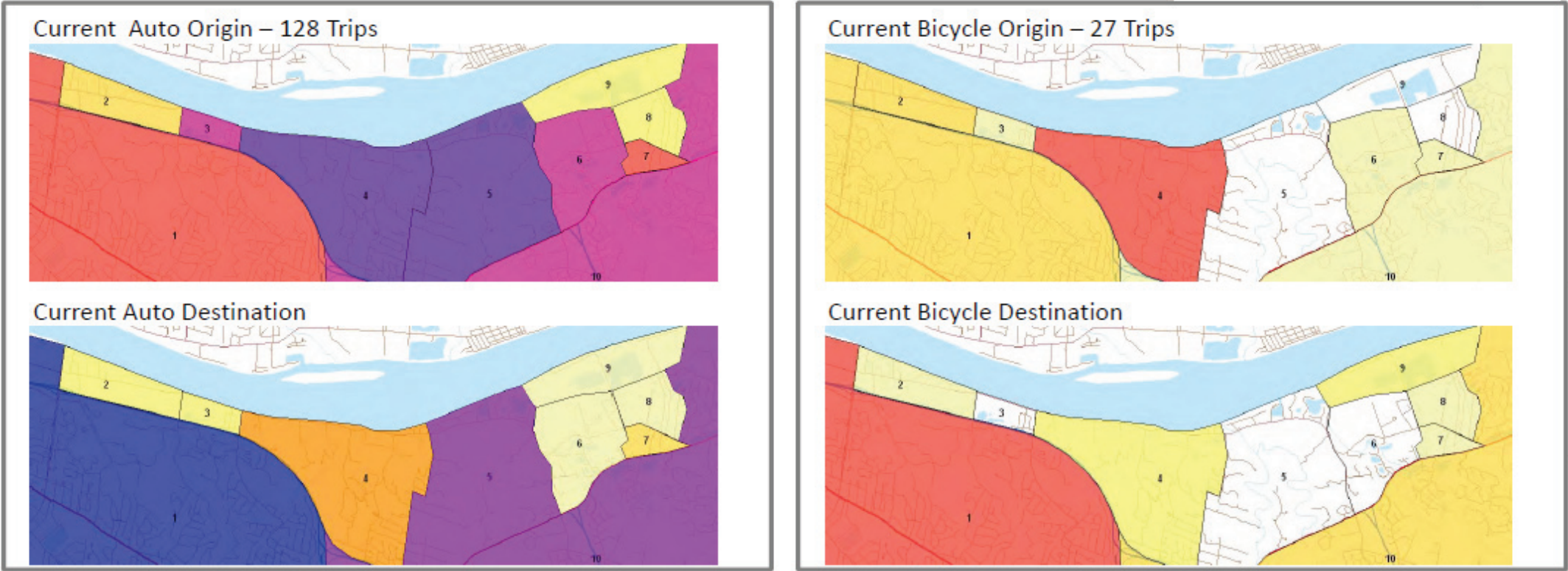
Origin Destination for Participants Living On the Corridor (Zones 2 – 9), Bicycle Mode, All Purposes

Current		To										From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten		Auto			
	Zone One				1							1		30	Commuting to Work	13
	Zone Two	1								1	1	3		14	All Other Work-Related Trips	2
	Zone Three	4									2	6		0	Social	4
	Zone Four	11			2				1	1	2	17		0	Retail/Shopping/Dining	6
	Zone Five	1				1			1			3			Recreational	18
	Zone Six	2							1			3			Visit a Recreational Facility	0
	Zone Seven	3	1									4		68%	Commuting to Work	30%
	Zone Eight											0		32%	All Other Work-Related Trips	5%
	Zone Nine	2										2		0%	Social	9%
	Zone Ten											0		0%	Retail/Shopping/Dining	14%
	To Total	24	1	0	3	1	0	0	3	2	5	39			Recreational	42%
															Visit a Recreational Facility	0%
Future		To										From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten		Auto			
	Zone One	1								1	3	5		0	Commuting to Work	5
	Zone Two					1	1			2		4		44	All Other Work-Related Trips	0
	Zone Three	3									2	5		0	Social	2
	Zone Four	7			4				2		4	17			Retail/Shopping/Dining	3
	Zone Five	1			1							2			Recreational	30
	Zone Six						2					2			Visit a Recreational Facility	3
	Zone Seven											0		0%	Commuting to Work	12%
	Zone Eight											0		100%	All Other Work-Related Trips	0%
	Zone Nine	1			1	1						3		0%	Social	5%
	Zone Ten											0		0%	Retail/Shopping/Dining	7%
	To Total	13	0	0	6	1	1	0	2	3	9	38			Recreational	70%
															Visit a Recreational Facility	7%

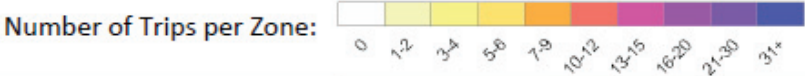




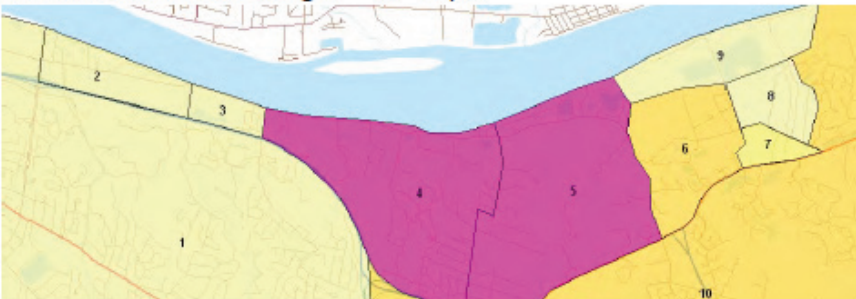
Current OD Trips by Mode



Current OD Trips by Purpose



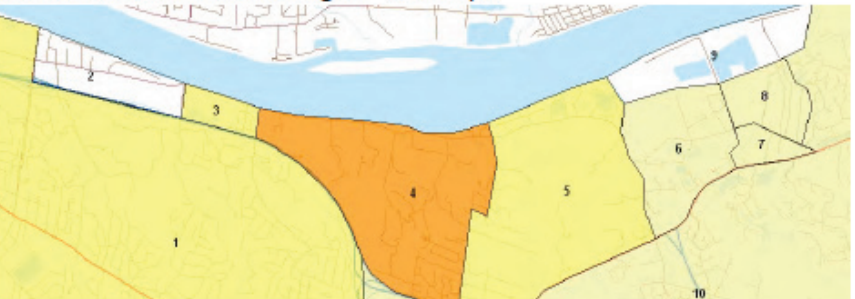
Current Commute Origin – 47 Trips



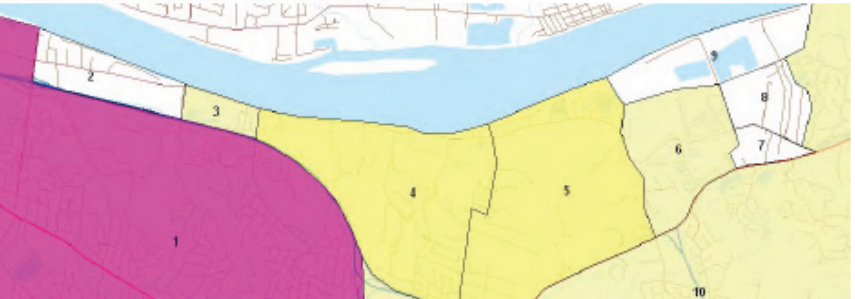
Current Commute Destination



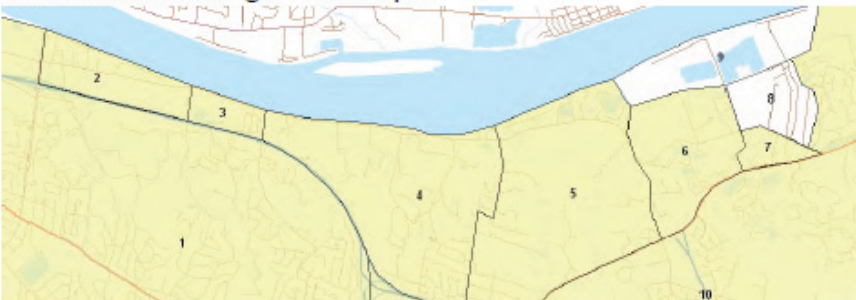
Current Other Work Origin – 24 Trips



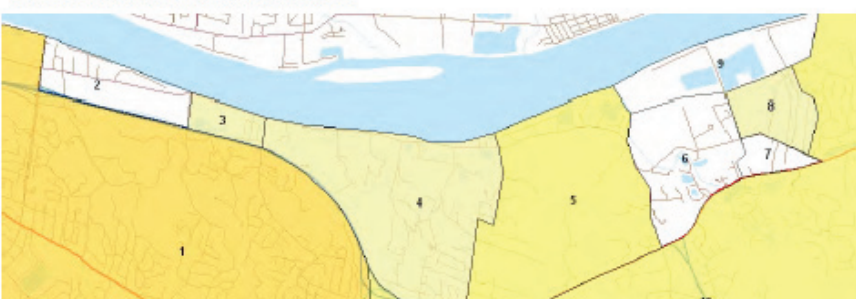
Current Other Work Destination



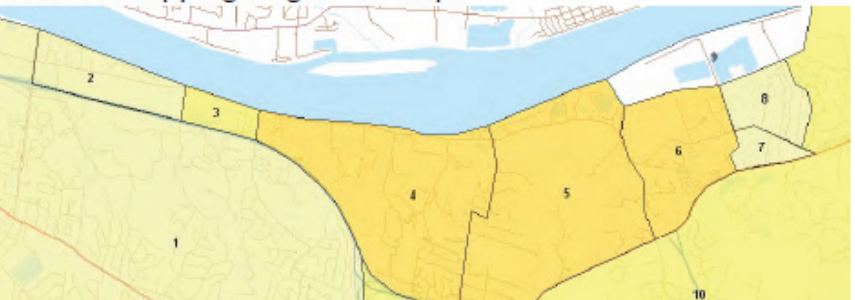
Current Social Origin – 15 Trips



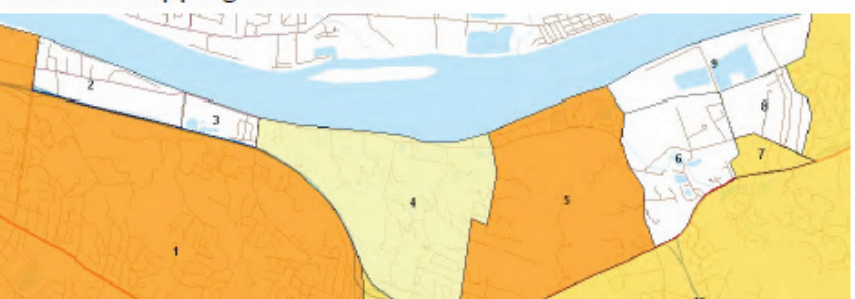
Current Social Destination



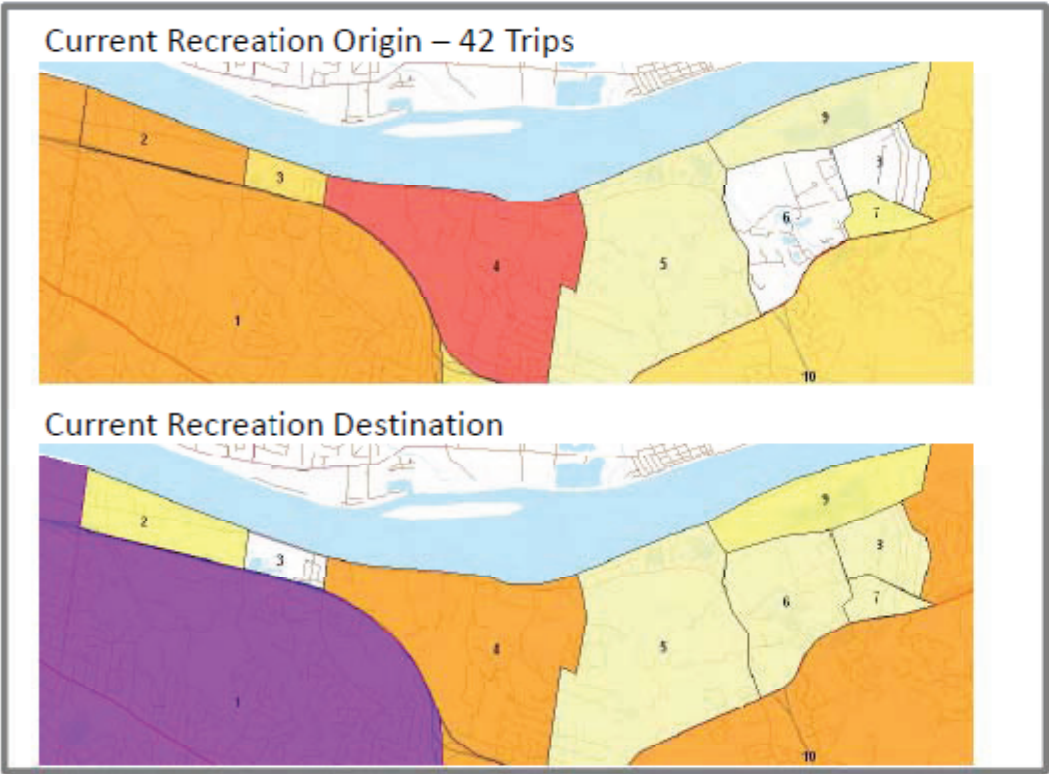
Current Shopping Origin – 27 Trips



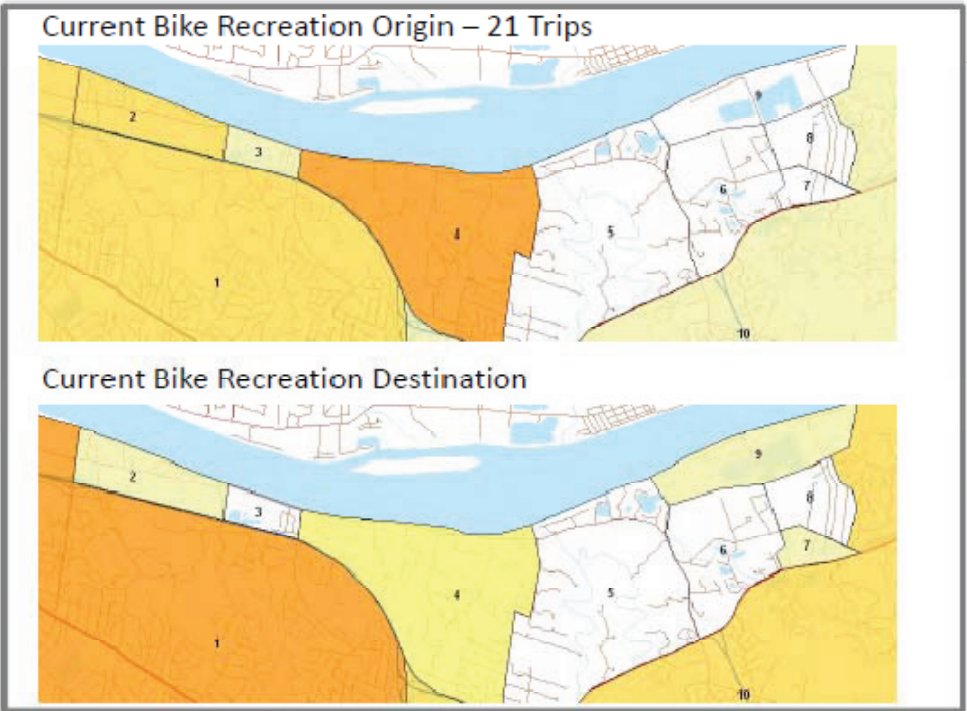
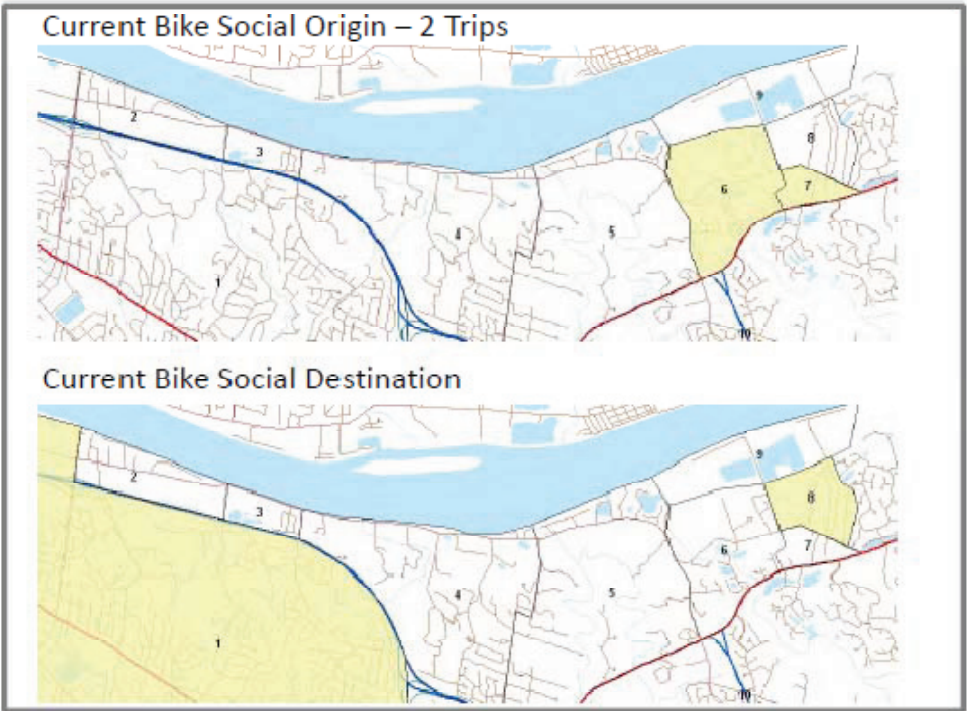
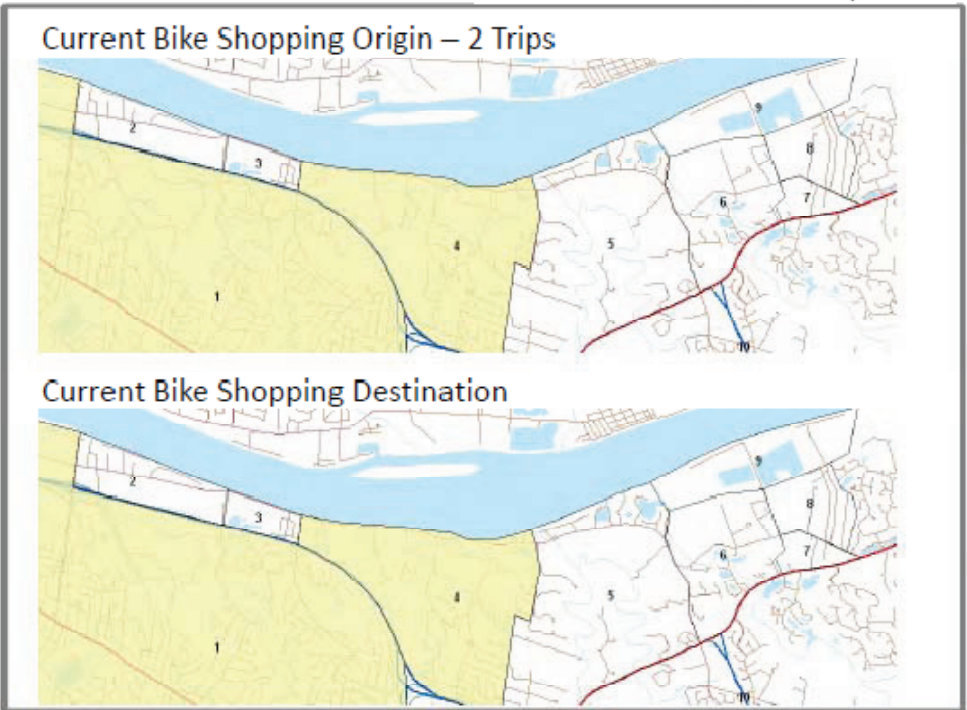
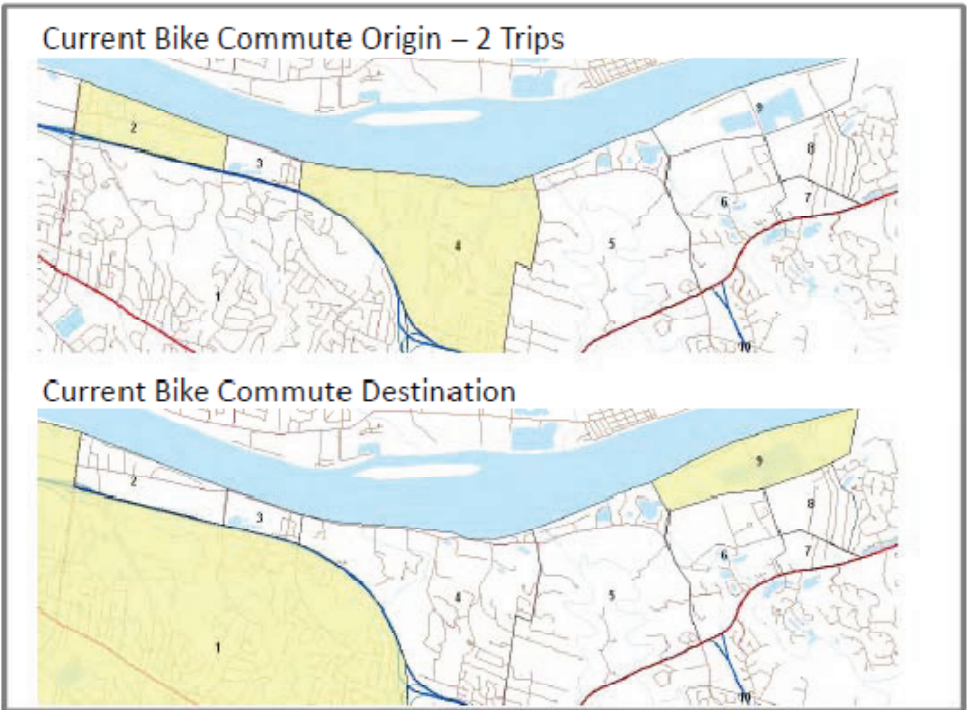
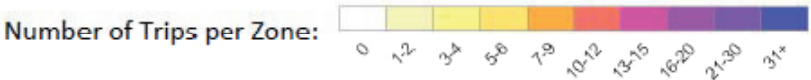
Current Shopping Destination



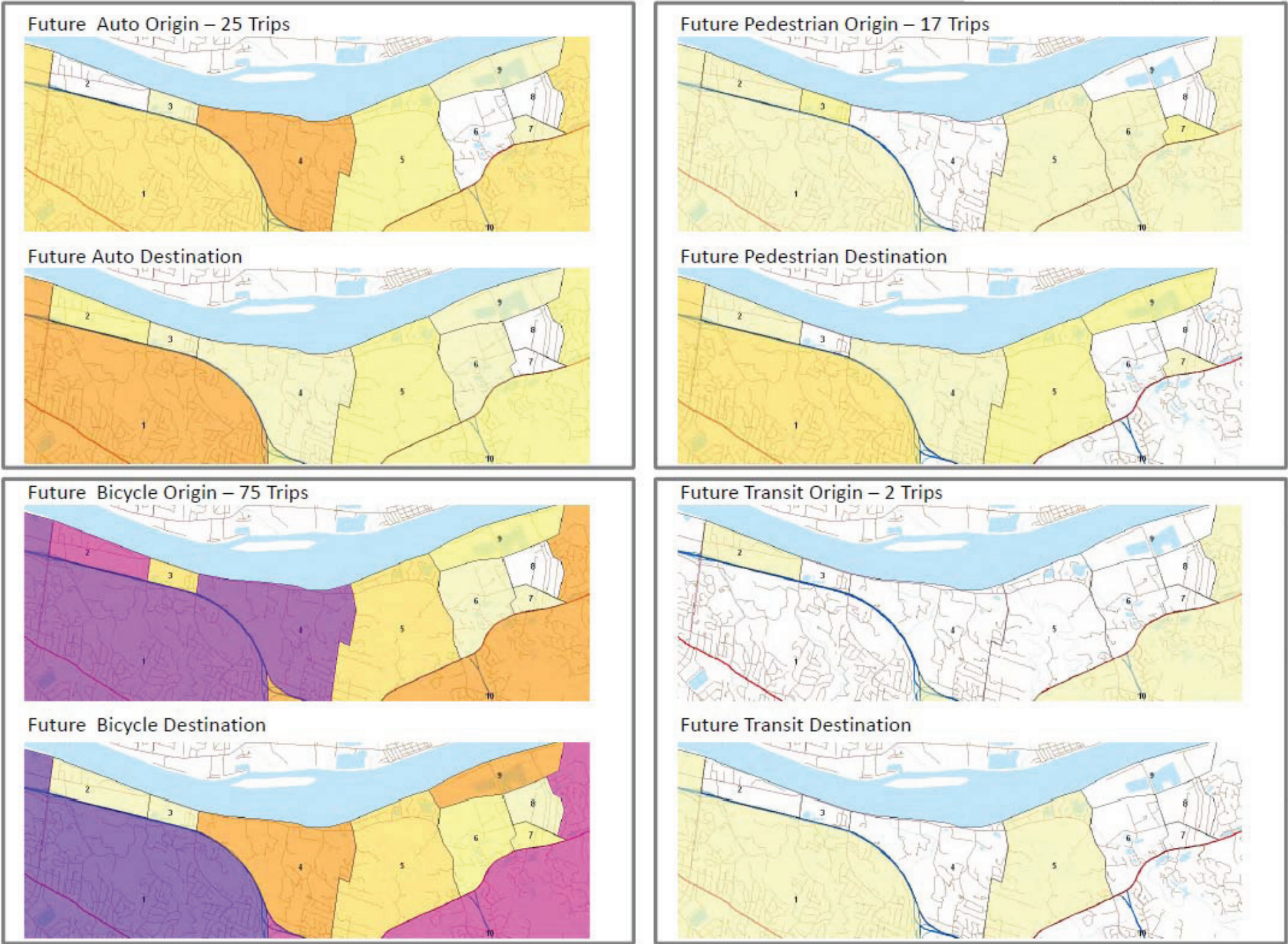
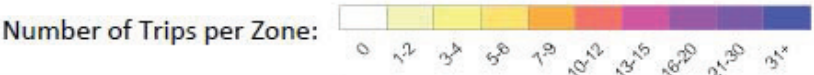
Current OD Trips by Purpose, Continued



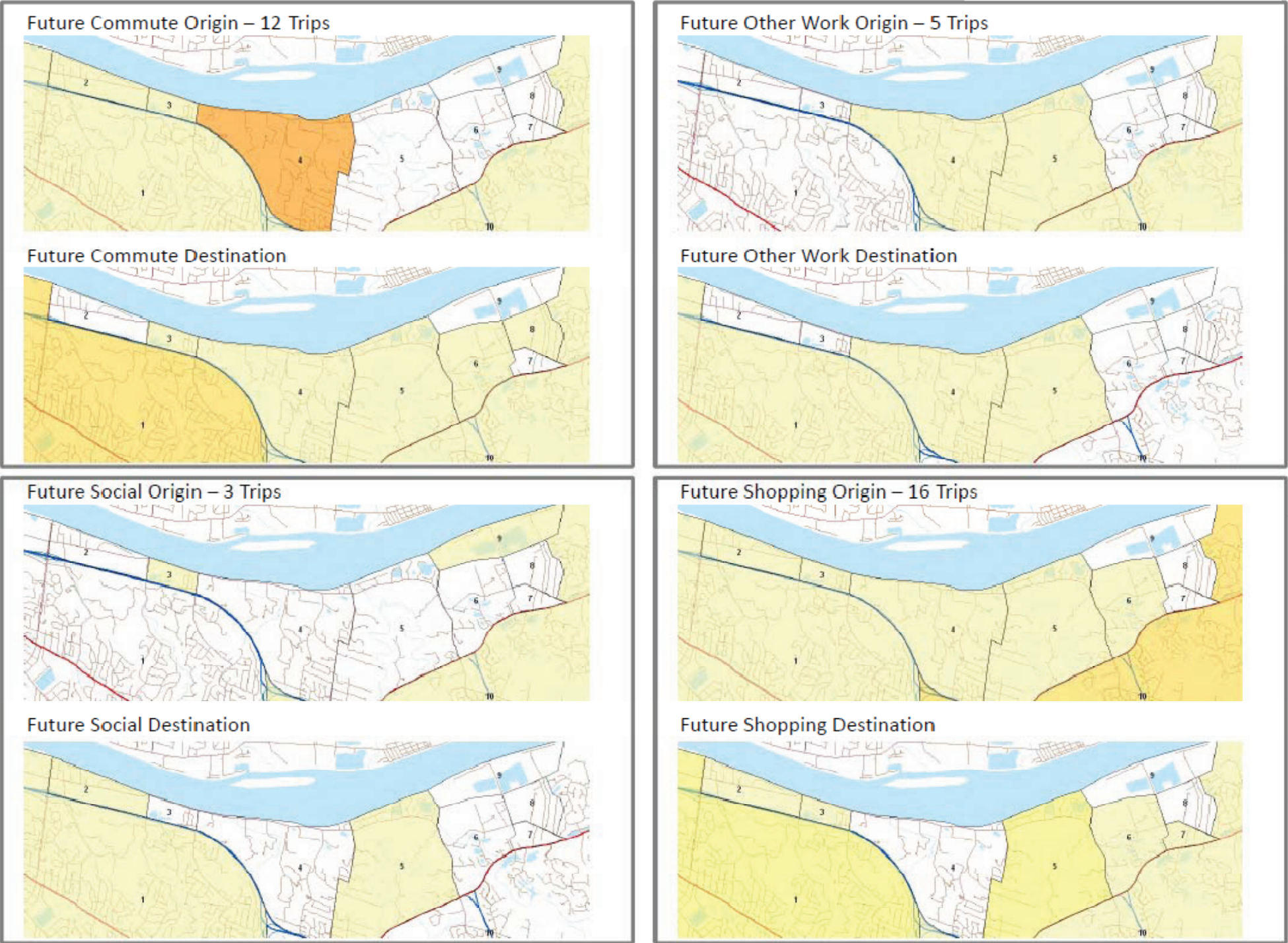
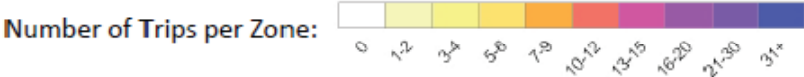
Current OD Bicycle Trips by Purpose



Future OD Trips by Mode

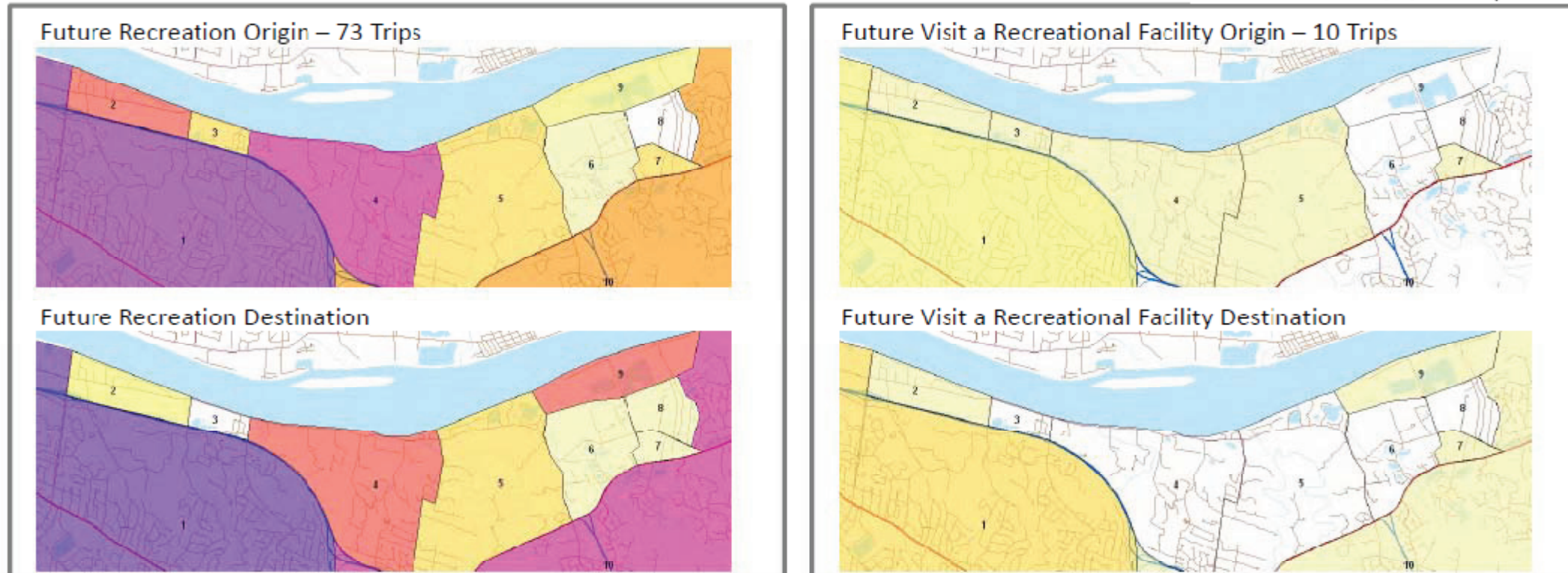


Future OD Trips by Purpose



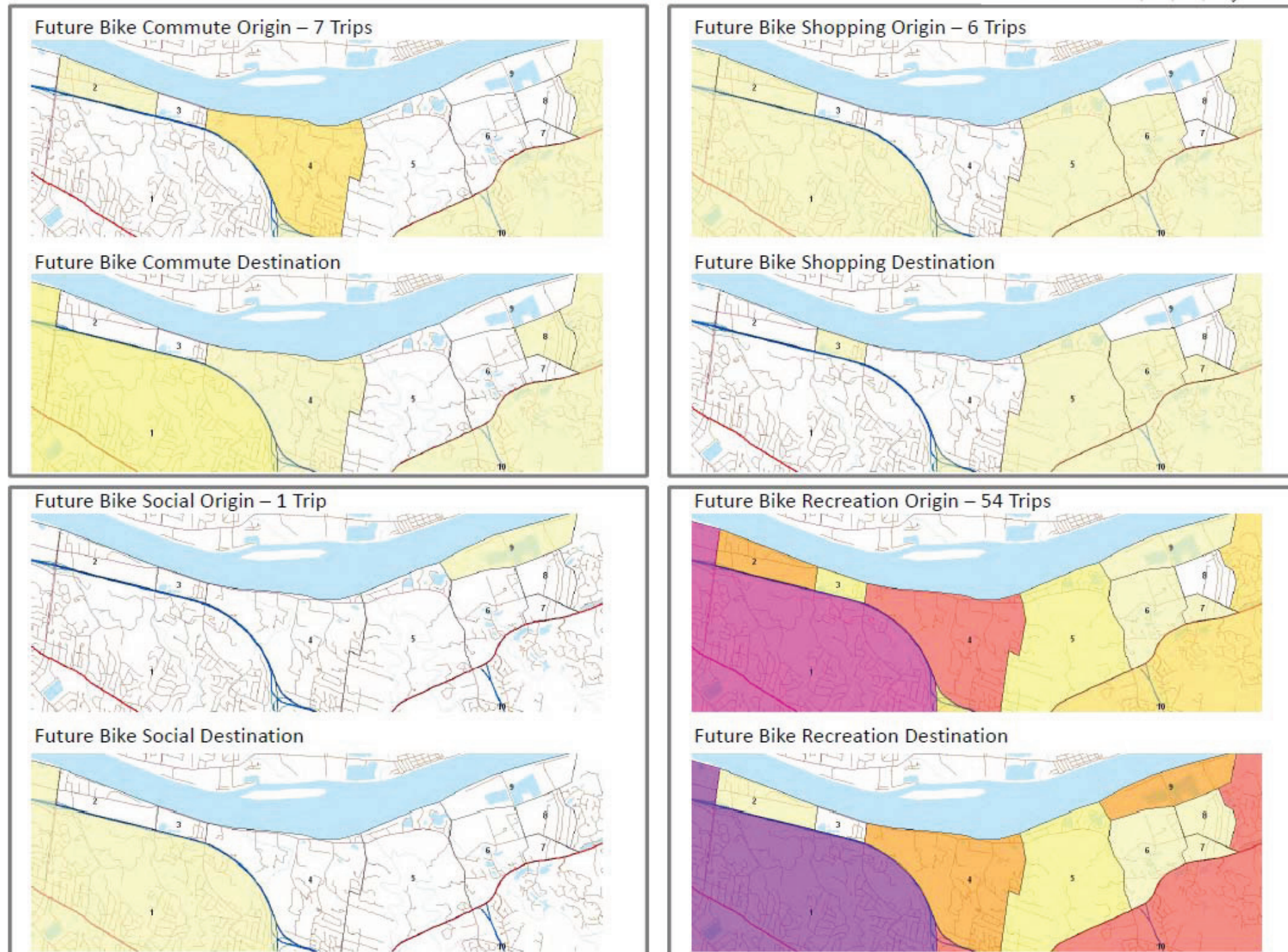
Future OD Trips by Purpose, Continued

Number of Trips per Zone: 0 1-2 3-4 5-6 7-9 10-12 13-15 16-20 21-30 31+

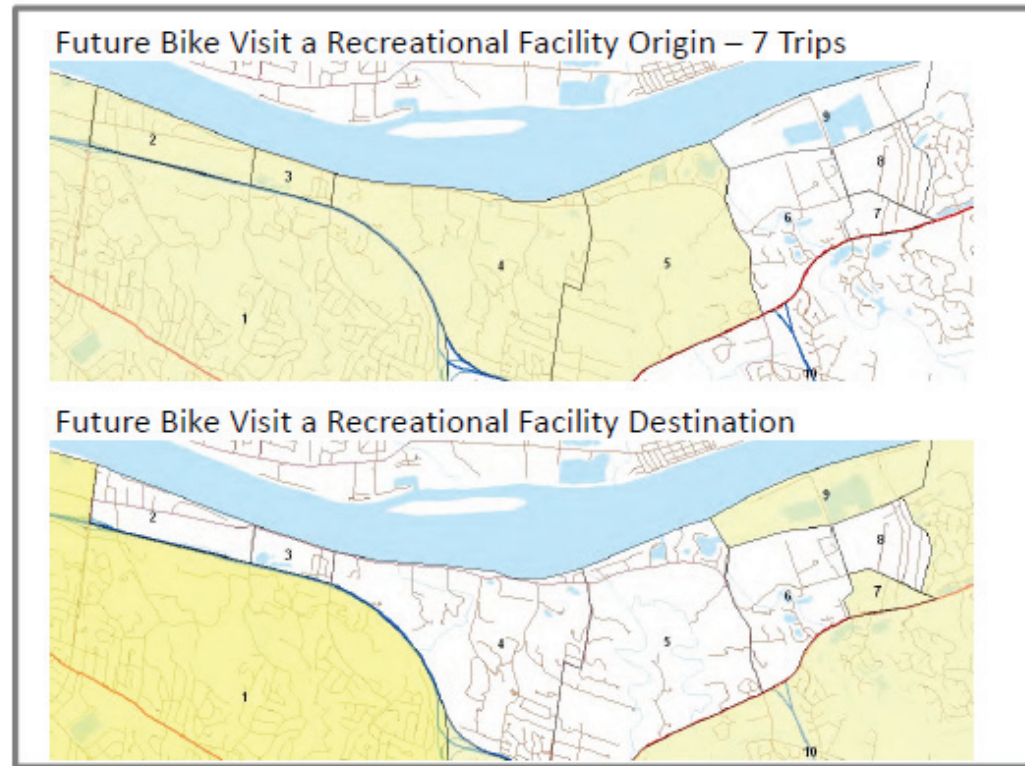


Future OD Bicycle Trips by Purpose

Number of Trips per Zone: 0 1-2 3-4 5-8 7-9 10-12 13-15 16-20 21-30 31+



Future OD Bicycle Trips by Purpose, Continued



Count of Current Trips by Purpose											
	Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten	Grand Total
Commuting to Work	33	3	1	1	3			1	1	4	47
Zone One					1						1
Zone Two	2										2
Zone Three	1										1
Zone Four	9	2		1	1			1	1	1	13
Zone Five	8									3	14
Zone Six	5										5
Zone Seven	2		1								3
Zone Eight		1									1
Zone Nine	2										2
Zone Ten	4			1	1						5
All Other Work-Related Trips	14		1	3	3	1				2	24
Zone One				1	1					1	3
Zone Three	3										3
Zone Four	6			2							8
Zone Five	1		1		2						4
Zone Six	1					1					2
Zone Seven	2										2
Zone Eight	1										1
Zone Ten										1	1
Social	6		1	1	3			1		3	15
Zone One					1					1	2
Zone Two					1						1
Zone Three				1	1						2
Zone Four										2	2
Zone Five	1		1								2
Zone Six	1							1			2
Zone Seven	2										2
Zone Ten	2										2
Retail/Shopping/Dining	7			1	8		6			5	27
Zone One				1	1						2
Zone Two	1										1
Zone Three	1				1					2	4
Zone Four	3				1					1	5
Zone Five	1				2					2	5
Zone Six					1		4				5
Zone Seven					1						1
Zone Eight							1				1
Zone Ten	1				1		1				3
Recreational	16	3		7	1	1	2	1	3	8	42
Zone One	1			3		1			2	2	9
Zone Two	1						2		1	3	7
Zone Three	4									1	5
Zone Four	4	2		3				1		1	11
Zone Five				1							1
Zone Seven	2	1									3
Zone Nine	1										1
Zone Ten	3				1					1	5
Grand Total	76	6	3	13	18	2	8	3	4	22	155

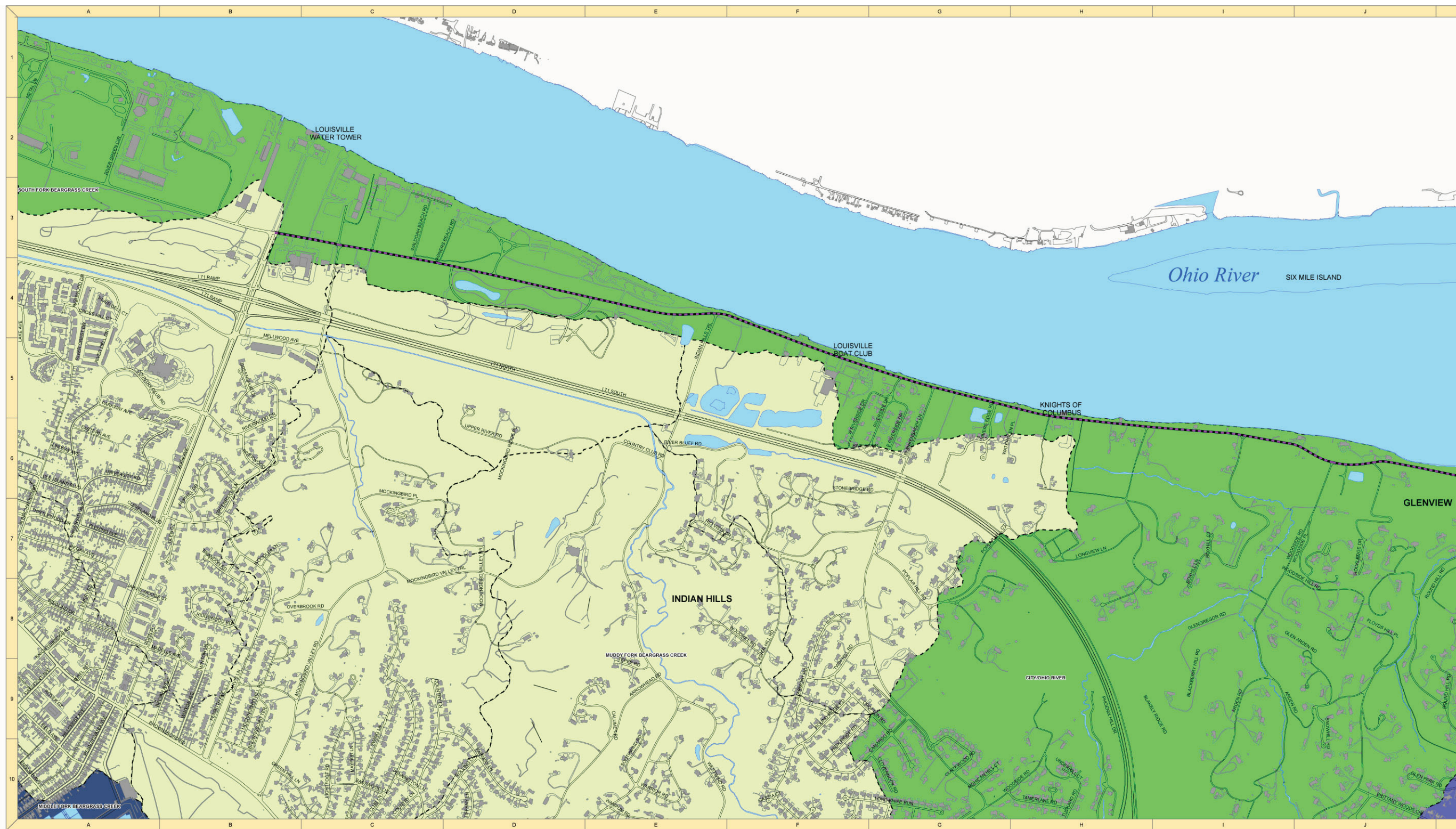
Count of Current Trips by Mode											
	Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten	Grand Total
Auto	66	4	3	9	18	2	6	2	1	17	128
Zone One				2	4	1			1	3	11
Zone Two	3				1					1	5
Zone Three	8			1	2					2	13
Zone Four	17	2		4	1			1		4	29
Zone Five	11		2	2	5			1		5	26
Zone Six	7				1	1		4			13
Zone Seven	7	1	1		1						10
Zone Eight	1	1					1				3
Zone Nine	3										3
Zone Ten	9				3		1			2	15
Bike	10	2		4		2		1	3	5	27
Zone One	1			3					1	1	6
Zone Two	1						2		1	2	6
Zone Three	1									1	2
Zone Four	5	2		1					1	1	10
Zone Six								1			1
Zone Seven	1										1
Zone Ten	1										1
Grand Total	76	6	3	13	18	2	8	3	4	22	155

Current Bike Trips by Purpose								
	Zone One	Zone Two	Zone Four	Zone Seven	Zone Eight	Zone Nine	Zone Ten	Grand Total
Commuting to Work	1					1		2
Zone Two	1							1
Zone Four						1		1
Social	1				1			2
Zone Six					1			1
Zone Seven	1							1
Retail/Shopping/Dining	1		1					2
Zone One			1					1
Zone Four	1							1
Recreational	7	2	3	2		2	5	21
Zone One	1		2			1	1	5
Zone Two				2		1	2	5
Zone Three	1						1	2
Zone Four	4	2	1				1	8
Zone Ten	1							1
Grand Total	10	2	4	2	1	3	5	27

Count of Future Trips by Purpose											
	Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten	Grand Total
Commuting to Work	6		1	1	1	1		1		1	12
Zone One	1										1
Zone Two					1					1	2
Zone Three						1					1
Zone Four	4		1	1				1			7
Zone Ten	1										1
All Other Work-Related Trips	2			1	2						5
Zone Four	1			1							2
Zone Five					2						2
Zone Ten	1										1
Social	1	1			1						3
Zone Three					1						1
Zone Nine	1										1
Zone Ten		1									1
Retail/Shopping/Dining	4	1	1		4	2	2			2	16
Zone One	1									1	2
Zone Two					1	1					2
Zone Three					1						1
Zone Four	1									1	2
Zone Five			1		1						2
Zone Six						1		1			2
Zone Ten	2	1			1			1			5
Recreational	23	4		11	6	1	2	1	11	14	73
Zone One	3			1			1		8	7	20
Zone Two	1	1		2	3				2	1	10
Zone Three	3								1	2	6
Zone Four	4			4				1		4	13
Zone Five	2	1		1			1				5
Zone Six	1					1					2
Zone Seven	3	1			2						6
Zone Nine	1			1	1						3
Zone Ten	5	1		2							8
Visit a Recreational Facility	6	1					1		1	1	10
Zone One		1					1			1	3
Zone Two	1								1		2
Zone Three	2										2
Zone Four	1										1
Zone Five	1										1
Zone Seven	1										1
Grand Total	42	7	2	13	14	4	5	2	12	18	119

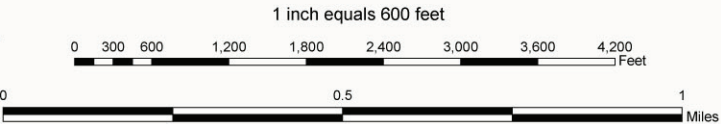
Count of Future Trips by Mode											
	Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten	Grand Total
Auto	9	4	1	2	4	1			1	3	25
Zone One	2	1							1	2	6
Zone Three					1	1					2
Zone Four	3		1	2						1	7
Zone Five		1			2						3
Zone Seven	1										1
Zone Nine	1										1
Zone Ten	2	2			1						5
Bike	27	2	1	9	5	3	3	2	8	15	75
Zone One	3		1	1	5	3	2	2	5	7	18
Zone Two	2	1		1	4	1			3	2	14
Zone Three	3									2	5
Zone Four	8		1	4				2		4	18
Zone Five	3		1	1							5
Zone Six						2					2
Zone Seven	2										2
Zone Nine	1			1	1						3
Zone Ten	5	1		1			1				8
Pedestrian	5	1		2	4		2		3		17
Zone One									2		2
Zone Two				1							1
Zone Three	2				1				1		4
Zone Five					1		1				2
Zone Six	1						1				2
Zone Seven	1	1			2						4
Zone Ten	1			1							2
Transit	1				1						2
Zone Two					1						1
Zone Ten	1										1
Grand Total	42	7	2	13	14	4	5	2	12	18	119

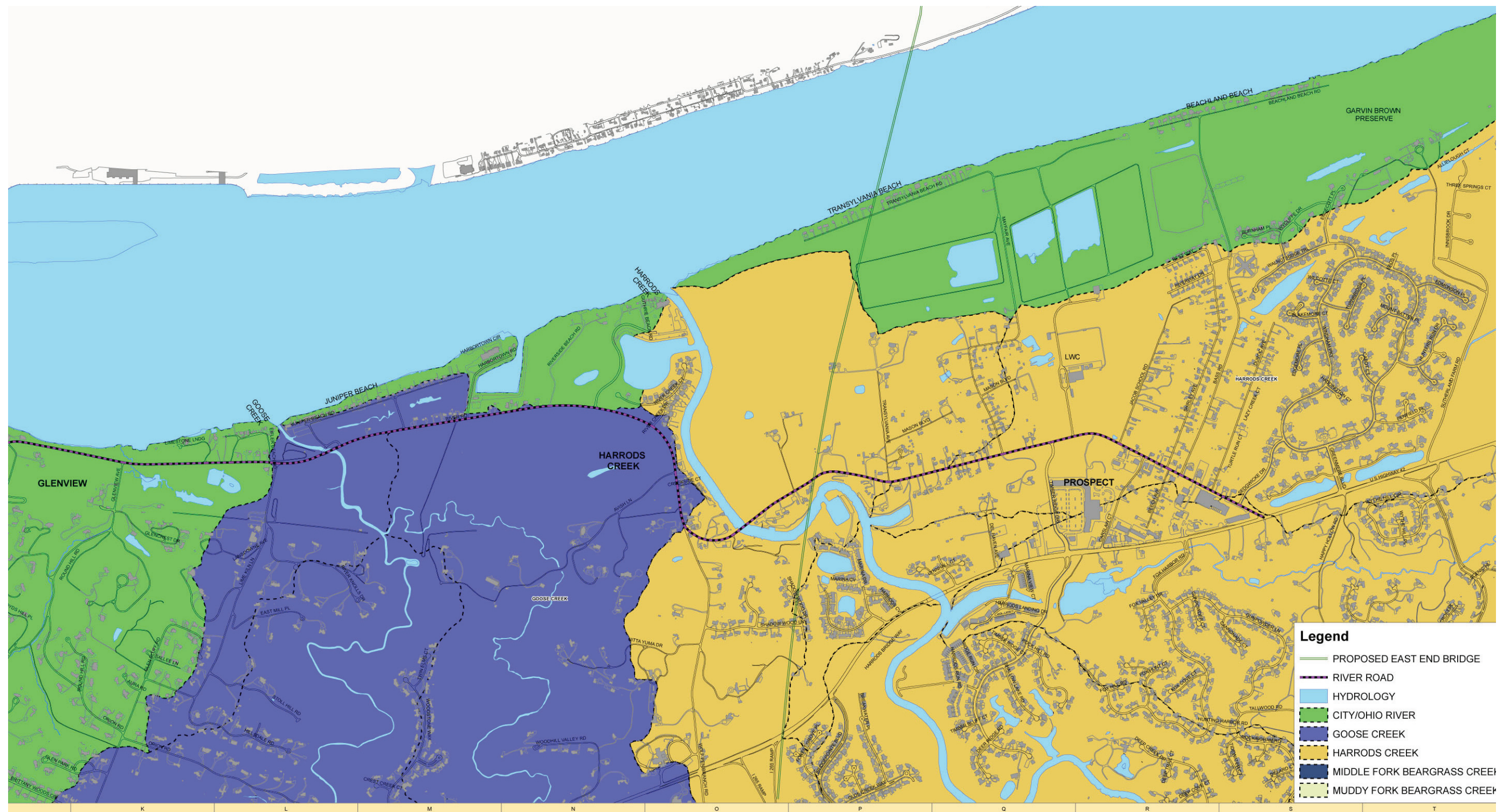
Future Bike Trips by Purpose											
	Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten	Grand Total
Commuting to Work	4			1				1		1	7
Zone Two										1	1
Zone Four	3			1				1			5
Zone Ten	1										1
Social	1										1
Zone Nine	1										1
Retail/Shopping/Dining			1		1	2	1			1	6
Zone One										1	1
Zone Two					1	1					2
Zone Five			1								1
Zone Six						1					1
Zone Ten							1				1
Recreational	18	2		8	4	1	1	1	7	12	54
Zone One	3			1			1		5	5	15
Zone Two	1	1		1	3				2	1	9
Zone Three	2									2	4
Zone Four	4			3				1		4	12
Zone Five	2			1							3
Zone Six						1					1
Zone Seven	2										2
Zone Nine				1	1						2
Zone Ten	4	1		1							6
Visit a Recreational Facility	4						1		1	1	7
Zone One							1			1	2
Zone Two	1								1		2
Zone Three	1										1
Zone Four	1										1
Zone Five	1										1
Grand Total	27	2	1	9	5	3	3	2	8	15	75



January 2009

River Road Corridor Scenic Byway Management Plan



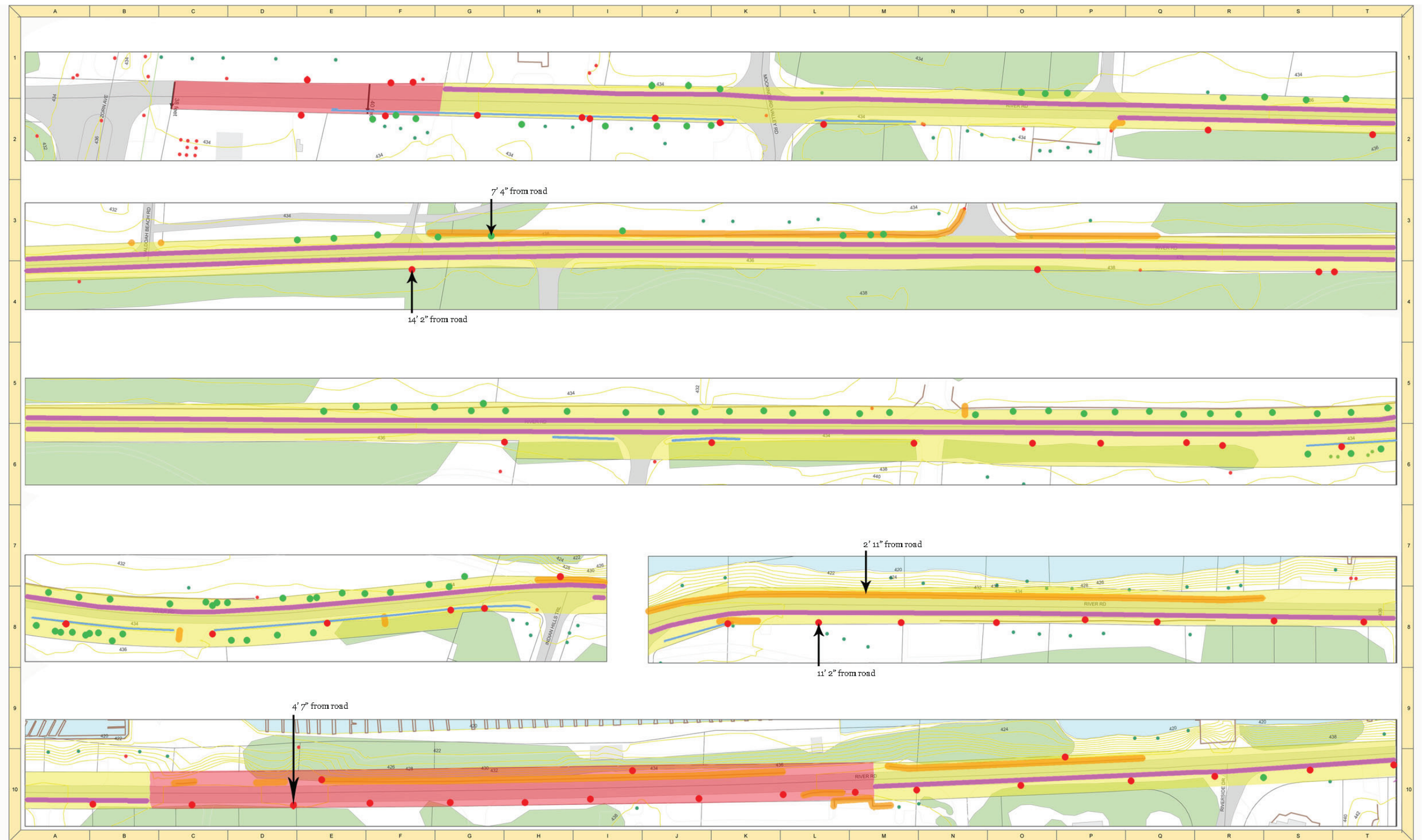




Right-of-Way Assessment

According to the Louisville Metro Land Development Code, *Right-of-Ways* are streets, parkways, sidewalks, pathways and other land over which the public has a right of passage or land over which a rail line passes. A *Right-of-Way Line* is the lot line dividing a street and a lot. For public streets the right-of-way line shall be the existing lot line; for private streets the street line shall be the edge of the curb, or the edge of the legally described street, whichever is greater. However, on any streets exhibited in the Major Thoroughfare Plan, the right-of-way line shall be the street centerline setback line in such Plan, or the existing street curb line, whichever is greater.

A Right-of-Way (ROW) Assessment was conducted along the River Road Corridor using existing LOJIC data and field verification. The assessment was completed to evaluate whether sufficient ROW existed to accommodate on road bicycle improvements (paved shoulder or bike lane). The assessment included identifying utilities, fences, walls, guardrails, trees and swales within the ROW that might be impacted.



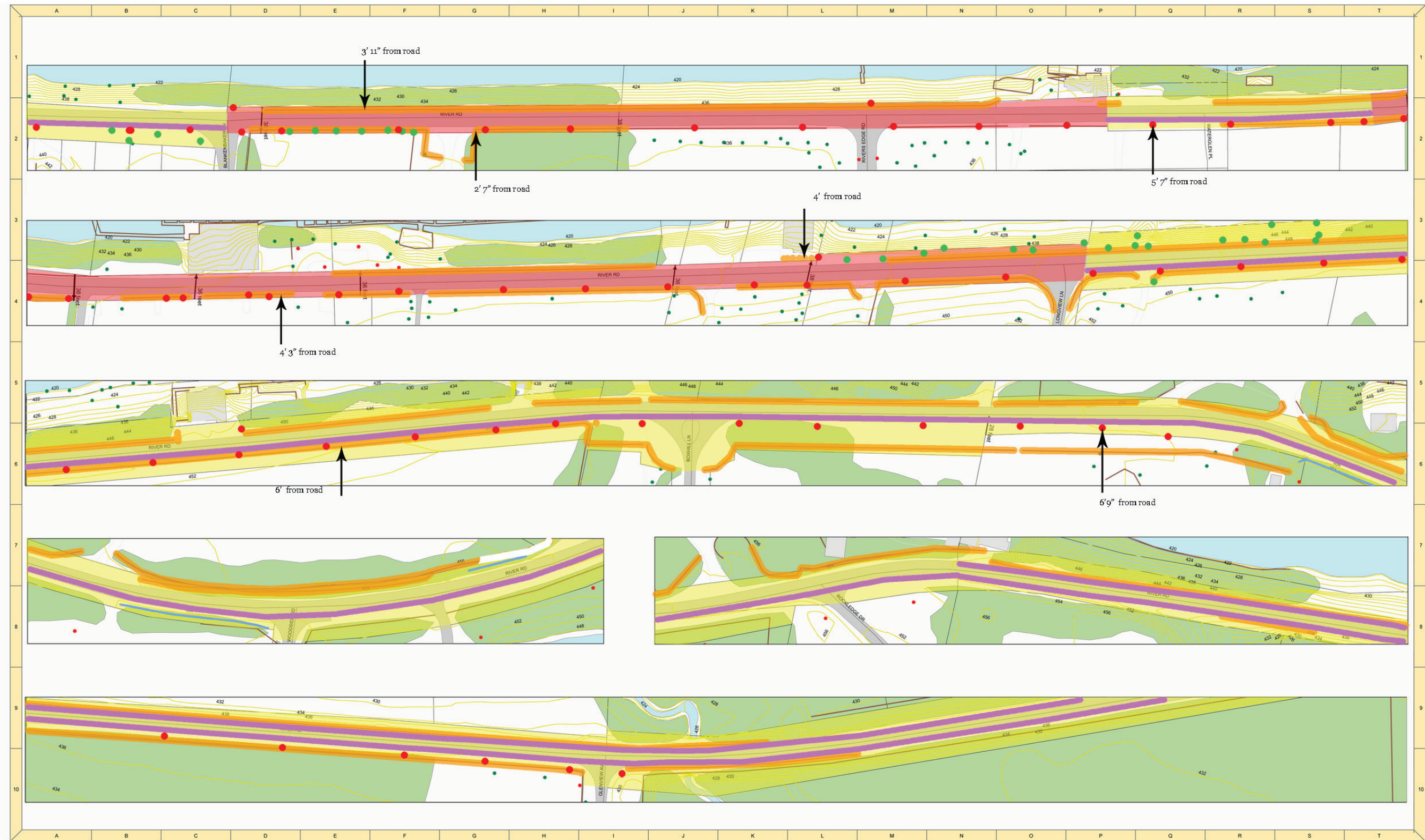
July 2009

Potential Bike Lane Right-Of-Way Analysis

- Utility
- Tree
- Side Best Suited For Widening
- Swale
- Fence/Wall/G.Rail
- Existing ROW < 40ft
- Existing ROW > 40ft

0 150 300 600 900 1,200 1,500 1,800 Feet

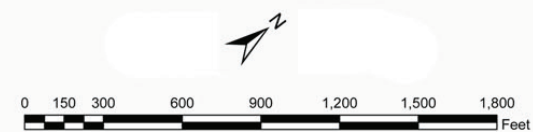


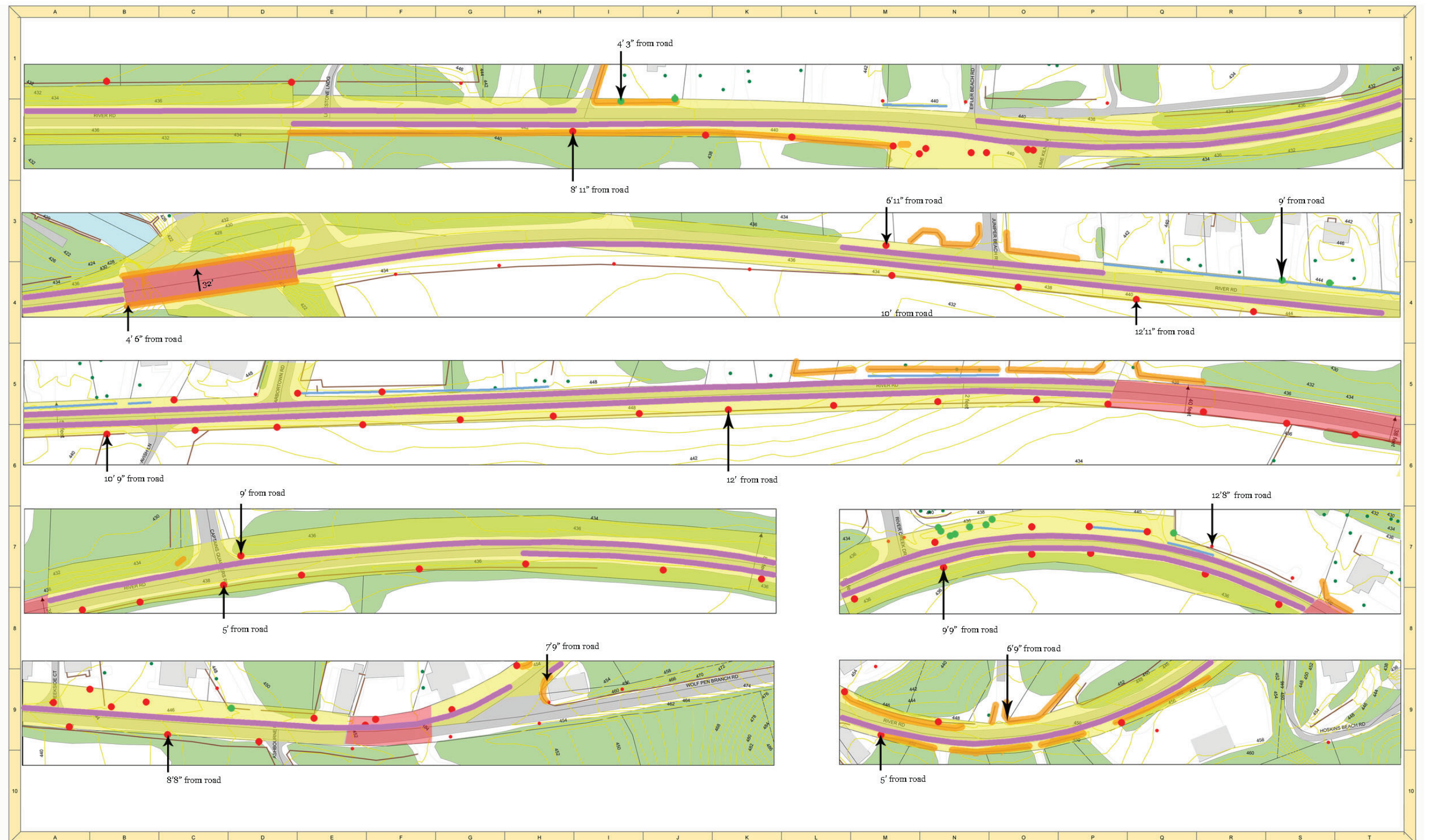


July 2009

Potential Bike Lane Right-Of-Way Analysis

- Utility
- Tree
- Possible Widening
- Swale
- Fence/Wall/G.Rail
- Existing ROW < 40ft
- Existing ROW > 40ft

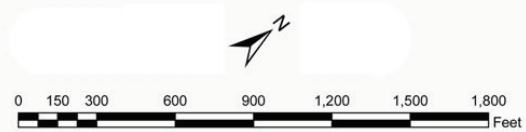




July 2009

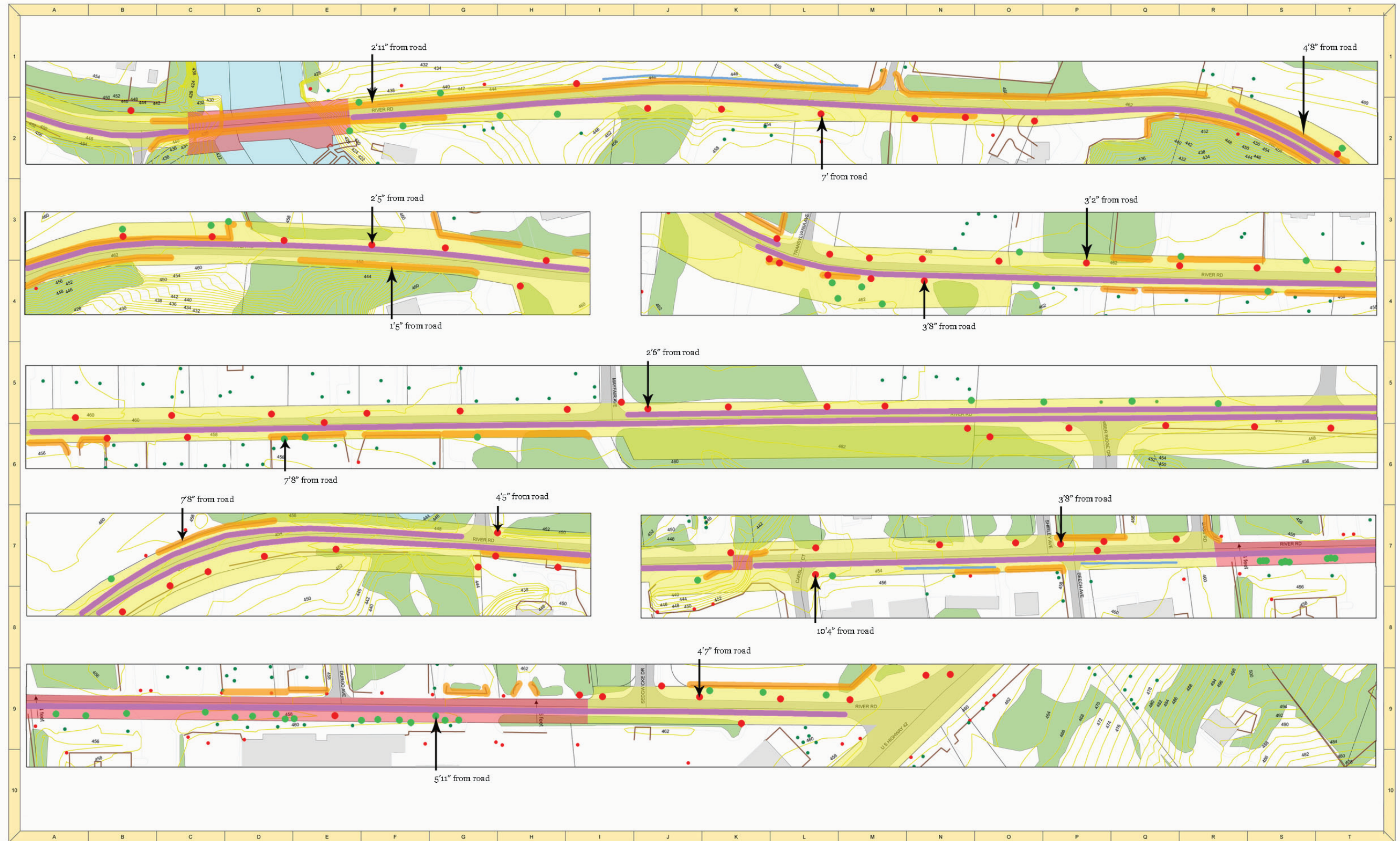
Potential Bike Lane Right-Of-Way Analysis

- Utility
- Tree
- Possible Widening
- Swale
- Fence/Wall/G.Rail
- Existing ROW < 40ft
- Existing ROW > 40ft



JONES & JONES
ARCHITECTS
LANDSCAPE ARCHITECTS
PLANNERS

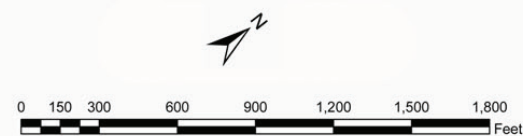




July 2009

Potential Bike Lane Right-Of-Way Analysis

- Utility
- Tree
- Possible Widening
- Swale
- Fence/Wall/G.Rail
- Existing ROW < 40ft
- Existing ROW > 40ft



Bibliography

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